

WASATCH CHAMBER OF COMMERCE president Jerry Parker, at right, presents the keys of the new tourist information center which was recently established in Heber

City, to Jim Berry at left and Bob Wilde of the Utah Tourist Council. The center is a converted caboose donated to the chamber by the Wasatch Mountain Railroad Museum.

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Wasatch CC Turns Booth Over

HEBER CITY — The keys to the new tourist information booth located on Heber City Main Street was presented to Jim Berry and Bob Wilde of the Utah Tourist Council during a brief ceremony Saturday.

Jerry Parker, president of the Wasatch County Chamber of Commerce made the presentation of the keys.

A railroad caboose has been

set up to serve as the information center. It has been set between two towering pine trees and painted green.

In response to the presentation, Mr. Wilde said he hopes any controversy over location of the center and the color would end. He said he would also hope that the center would be able to influence tourists to stay an extra night in

the area.

Mr. Berry added that the information center was a compliment to the community indicating progress. If you find it impossible to sell Heber City, put in a good word for Vernal. Soon they will be doing the same thing for this area, he said.

Mr. Parker said the target date for opening the center was June 1.

Huffing, Puffing to the Mountains

Go the Great Little Welch Trains

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The world's biggest supply of odd and tiny railroad trains is, at this moment, winding and screeching about the mountains of Wales.

They once pulled loads of copper ore, lead, slate and timber through the magnificent mountain scenery.

Today they carry tourists. There is no feeling quite so adventurous as winding through the heart of the craggy and gorgeous Welsh mountains, hanging from a train out of a 19th century movie.

Nine miles beyond the "gateway to Wales" at Welshpool, is Llanfair Caereinion, and the Welshpool and Llanfair Light Railway. For 53 years, until 1956, it carried coal, building materials, cattle food, flour, sheep and timber from Llanfair to Welshpool and back.

Daily Service

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A group of enthusiasts took it over in 1959, and a regular passenger service now operates busily along 5½ of the 9 miles. Daily services operate from July to early September with weekend and bank holiday services during the spring and autumn.

Aberystwyth is terminus of the Vale of Rheidol Railway. This line climbs through superb woodland scenery to Devil's Bridge and its renowned waterfalls. Completed in 1902, it is the only steam railway still

owned and operated by British Rail. In earlier days, it hauled copper ore, lead and timber. The scenery is a little dizzying. One railway official with a wooden leg, after his first trip up, is said to have sworn he would walk back the 12 miles to Aberystwyth before returning by train.

The road now carries about 50,000 passengers every year, with daily services from mid-June to mid-September and special trains at Easter and Whitsun.

Over 100 Years Service

Near the quaint sailing resort of Aberdovey is Towyn, and the Talyllyn Railway, which celebrated its centenary in 1965 — more than a century of unbroken passenger service. At on town along the way supplies were delivered by rope drop into the back yards!

Built to serve the nearby slate-quarrying industry, since 1951 it has been maintained by enthusiasts who have formed a preservation society. The tall hedges of bygone days planted to keep sheep off the track have been trimmed; passengers from Towyn on the Coast to the foothills of Cader Idris have a panoramic view of sea and mountain, river and woodland. There are daily services from mid-April to October.

The fourth Welsh narrow-gauge railway — the Ffestiniog — is at Portmadoc, 46 miles north.

The Ffestiniog is the "daddy of

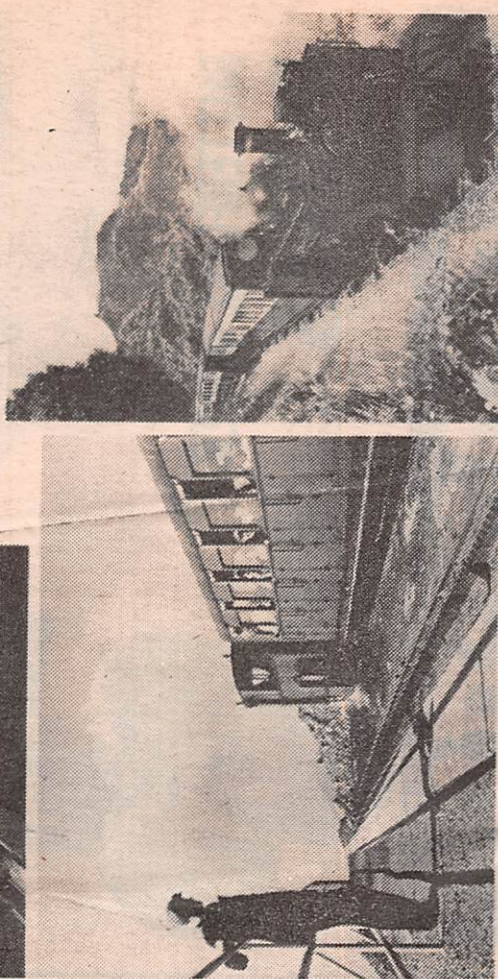
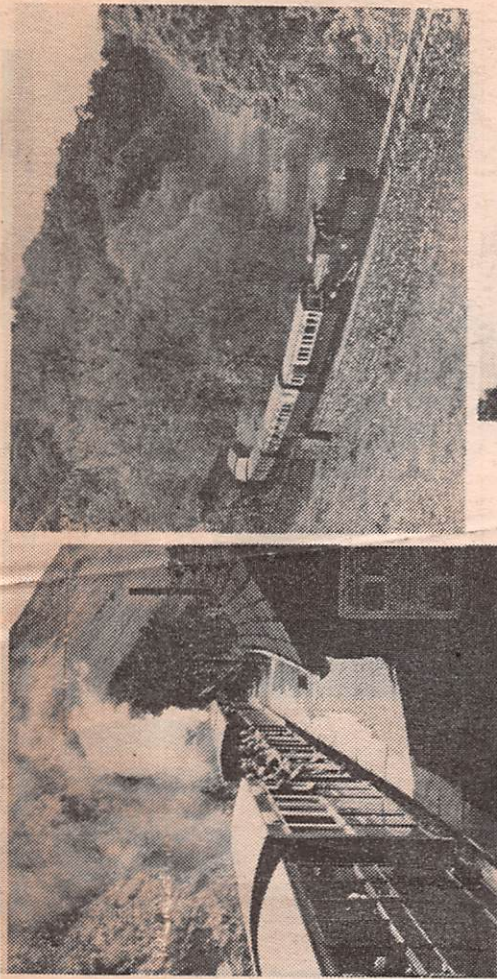
them all" — the world's oldest steam-hauled, passenger-carrying narrow-gauge railway. It opened in 1836 under animal power: horses pulled the coaches up the steep slopes and then coasted back on one of the cars. It carried slate from the quarries at Blaenau Ffestiniog to Portmadoc harbor.

Back in 1863

Steam engines were introduced in 1863. Two years later, passenger services started and the line carried as many as 150,000 passengers a year.

The slate line closed in 1946. Rails rusted and buckled, carriages and trucks rotted, and the track turned to weeds. From 1954, the Ffestiniog Railway Society reopened the line, section by section. The original rolling stock was painstakingly overhauled and restored, and by 1958 trains were running as far as Tan-y-bwlch, seven miles inland. Now there are 10 miles of track, past Dduallt. Eventually the road will again run to Blaenau Ffestiniog. Some curves are so sharp the engineer can wave to his passengers going in the other direction.

Farm animals in the United States create some two billion tons of waste a year.



GREAT LITTLE TRAINS are still huffing and puffing away in Wales — It's like a railroad buff's paradise. At top left is the Tal-y-Llyn Railroad, which operates in the mountains of North Wales. Top right is the Ffestiniog Railway, which goes from nowhere-at sea level to nowhere at mountain top level through beautiful scenery in

Northwestern Wales. Lower left is the Mountain rack railway which reaches to the summit of Britain's highest mountain, Snowdon. Its a five mile trip. Lower right is British Rail's only remaining steam-hauled train, the Vale of Rheidol Railway which goes from near Aberystwyth into the rugged mountains of the interior.



THE NORTHBOUND UNIT of the Heber Creeper pulled into the half-way exchange point along the scenic route recently. Its cargo was several hundred people of the press, city, county and state officials, businessmen and train lovers. The train

waited the arrival of a Southbound unit. When the train runs start this year patrons may choose to ride to this point from either Bridal Veil Falls or from Heber, or they can ride the full circuit.

Provo Herald

Heber Creeper Makes Preview Canyon Trek

HEBER CITY — Several hundred people of the press, city, county & state officials, business people and friends enjoyed an invitational scenic train ride recently as guests of the Wasatch Mountain Railway.

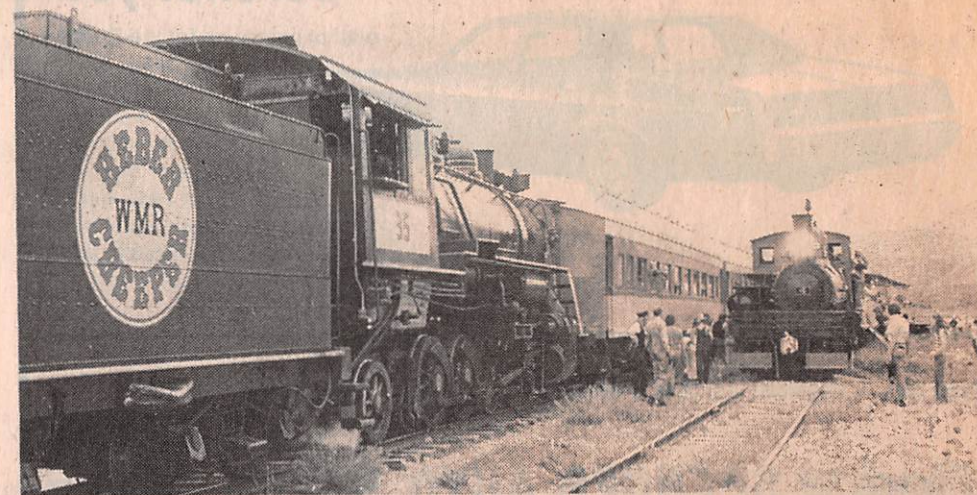
The preview run introduced the 1973 dual train runs of the Heber Creeper.

The Heber Creeper will open for business Saturday with three runs being made each day.

Those riding the train can load at the Heber Station or at Bridal Veil in Provo Canyon.

Those boarding at Bridal Veil will travel to Cascade on Deer Creek Dam and then return. Those boarding at Heber travel through the meadow land and along the lakeshore to Cascade and return.

Those desiring to make a complete round trip can change trains at Deer Creek dam, according to Lowe Ashton, president of the Corporation.



THE HEBER CREEPER opens the 1973 season on May 26th with a new dual train operation which will allow passengers three ride options. Pictured above are the two engines which pull the

Creepers. The Number 35 a 2-8-2 was in service last year. The newest addition Number 4 a 3-truck Shay, will be the power source of the Canyon train.